

Amendments to the Specification:

Please amend the specification as follows:

Please replace paragraph number 0027, with the following rewritten paragraph:

(First Embodiment)

Fig. 1 shows a rough configuration representing a first preferred embodiment of a vibration damping mount for an internal combustion engine (hereinafter, also abbreviated as engine mount) according to the present invention. In Fig. 1, a reference numeral 1 denotes a vehicle body and an internal combustion engine 2 constituted by an in-line four cylinder engine is supported via a vibration control type support mechanism (or called a vibration controllable support mechanism and hereinafter referred to as the vibration controllable support mechanism) 3. Internal combustion engine 2 includes: an engine block 4 which is a main body; a cylinder 5 formed within engine block 4; a piston 6 vertically sliding within cylinder 5, a connecting rod 7 linked to piston 6, and a crankshaft 8 which takes out a power of engine 2 linked to connecting rod 7. In addition, internal combustion engine 2 includes an intake air passage 9 through which the atmosphere is sucked and an exhaust passage through which exhaust gas is outputted. An air cleaner casing 11 is installed as an intake air purifying section (means) to purify the sucked air. In addition, a turbo charger 12 as a supercharger is connected between intake air passage 9 and exhaust passage 10. A turbine 13 revolving with a pressure of exhaust gas causes a compressor 14 disposed coaxially with turbine 13 to be revolved so that the intake air quantity of engine 2 [[3]] can be increased. In addition, a fuel injector (a fuel injection valve) 15 to inject fuel is disposed at a downstream side of compressor 14 in intake air passage 9 and is drivingly controlled on the basis of a fuel injection signal outputted from an injection control purpose controller 16 (shown in Fig. 1) to inject fuel in accordance with an intake air quantity and revolution speed (NE) of internal combustion engine 2 [[3]].

Please replace paragraph number 0049, with the following rewritten paragraph:

First, when a negative pressure switching valve 27 is controlled to be turned to ON, negative pressure introduction passage 28 [[30]] to which the negative pressure is introduced and varying air pressure introduction passage 26 are communicated, the negative pressure is introduced into air chamber 25 of vibration controllable support mechanism 3. The introduction of this negative pressure causes the air within air chamber 25 to be exhausted so that its volume of air chamber 25 is reduced. Next, if negative pressure switching valve 27 is controlled in the off state, the non-negative pressure introduction passage 29 and varying air pressure introduction passage 26 in which the atmospheric pressure is introduced are communicated so that the atmospheric pressure is introduced into air chamber 25 of vibration controllable support mechanism 3 via varying air pressure introduction passage 26. The introduction of the atmospheric pressure causes the atmospheric pressure to be absorbed and its volume is expanded. Thus, an alternative repetition of the on state and off state of negative pressure switching valve 27 can generate the damping vibration in vibration controllable support mechanism 3 in accordance with the vibration of internal combustion engine 2 due to the introduction of the varying air pressure. Consequently, the vibration transmission to vehicle body 1 can be reduced.

Please replace paragraph number 0054, with the following rewritten paragraph:

Furthermore, a turbo charger (or supercharger) which increases an intake air quantity of internal combustion engine 2 is constituted by a turbo charger 12 utilizing a pressure of an exhaust valve but is not limited to this. For example, the supercharger utilizing a power of internal combustion engine 2 may be constituted. In addition, although internal combustion engine is constituted by the in-line four-cylinder engine, the engine is not limited to this but may be constituted by a six-cylinder, an eighth-cylinder, a V-type engine, or a horizontal opposing type engine, or a rotary engine, a gasoline engine, or any other internal combustion engine. As described hereinabove, in the first embodiment, any one of the atmospheric pressure introduced in intake air passage 9, the positive pressure developed within intake air passage 9 in accordance with the engine driving condition of internal combustion engine 2, and the negative pressure developed in accordance with negative pressure pump 30 is

introduced into vibration controllable support mechanism 3 in accordance with the vibration of internal combustion engine 2 2 [[3]], irrespective of any driving situation of engine 2. The negative pressure required can stably be supplied. Such an advantage that an ideal damping vibration can always be developed when the Diesel engine developing the larger vibration level than the gasoline engine is supported and when internal combustion engine 2 is supported by means of a plurality of vibration controllable support mechanism 3.

Please replace paragraph number 0061, with the following rewritten paragraph:

In addition, together with the introduction of the atmospheric pressure, atmospheric pressure introduction passage 32 communicable with vibration controllable support mechanism 3 and negative pressure introduction passage 28 to introduce the negative pressure and communicable to vibration controllable support mechanism 3 are provided, and either one of the atmospheric pressure introduction passage 32 and negative pressure introduction passage 28 is communicated with vibration controllable support mechanism 3 in accordance with the vibration of internal combustion engine 2 2 [[3]]. Hence, there is an advantage that the varying air pressure can easily and positively be supplied to vibration controllable support mechanism 3.

Please replace paragraph number 0063, with the following rewritten paragraph:

That is to say, when, along with the increase in the exhaust pressure in accordance with the driving condition of internal combustion engine 2, compressor 14 of turbo charger 12 is revolved at a high speed, the air is supercharged so that the positive pressure is developed at a downstream side of compressor 14 within intake air passage 9. In addition, when the opening angle of throttle valve 16 is narrow (small) according to the driving condition of engine 2, this throttle valve 16 provides a suction resistance so that the negative pressure is developed at a downstream side of throttle valve 16 [[15]] in intake air passage 9. Hence, engine 2, turbo charger 12, and throttle valve 16 (shown in Fig. 10) correspond to the positive and negative pressure developing means (section).

Please replace paragraph number 0066, with the following rewritten paragraph:

It is noted that an upstream side of air cleaner casing 11 in intake air passage 9 is exposed to the atmosphere. Since part of engine 2 interposed between air cleaner casing 11 and compressor 14 is always maintained under the atmospheric pressure, atmospheric pressure introduction passage 29A is also maintained under the atmospheric pressure. In addition, when the positive pressure is developed at the downstream side of compressor 14 in intake air passage 9 in accordance with the driving condition of internal combustion engine 2, the positive pressure is introduced into positive pressure introduction passage 32A which is interposed between compressor 14 and throttle valve 16. On the other hand, when the negative pressure is developed at the downstream side of throttle valve 16 within intake air passage 9, the negative pressure is introduced into negative pressure introduction passage 33A [[33]] communicated at the downstream side of throttle valve 16.

Please replace paragraph number 0068, with the following rewritten paragraph:

In addition, crankshaft 8 is provided with crank angle sensor 34 of the electromagnetic pick-up type detecting a revolution angle signal of crankshaft 8 [[2]]. This crankshaft angle sensor 34 detects the serration formed on the outer peripheral surface of the rotor (not shown) revolved together with crankshaft 18 and outputs, for example, a revolution signal for every 10° crank angle signal. A non-tooth portion is formed on the serration for every 180° CA (Crank Angle). Hence, the revolution position of crank shaft 18 can be grasped from the outputted respective signals.

Please replace paragraph number 0071, with the following rewritten paragraph:

That is to say, at step S5, the turn on or off of the energizing current to positive pressure switching valve 31 is controlled in accordance with the load state of internal combustion engine 2 determined at step S4. In details, when controller 17 determines that internal combustion engine 2 falls in the low load state, the energizing current to positive-and-negative pressure switching valve 31 is controlled to be on state so that positive-and-negative pressure introduction passage 30A and negative pressure introduction passage 33A are communicated with each other. On the other hand, when controller 17 determines that

internal combustion engine 2 is determined to be in the high load state, the energizing current to positive-and-negative pressure switching valve 31 is controlled to be turned off state so that positive-and-negative pressure introduction passage 30A [[20A]] and positive pressure introduction passage 32A are communicated with each other.